

**Mobile Area Transportation Study
Metropolitan Planning Organization and
Technical Citizens Committee Meeting
September 1, 2004, 10:00 a.m.
SARPC Board Room**

MPO Members Present

Commissioner Sam Jones
Mayor Jim Trout
Mr. Norman Walton
Mr. Russell Wimberly
Mr. Ron Poiroux
Mr. Ron Tanner (Rep. Mr. Bob Williams)
Mr. Bill Couch (Rep. Mr. George Ray)
Mr. Bill Metzger (Rep. Mayor Mike Dow)
Ms. Joyce Robinson (Rep. Mayor Charles Harden)
Ms. Betty Donald (Rep. Mayor Ken Williams)
Ms. James Garland (Rep. Mr. Joe Wilkerson)

TCC Members Present

Mr. Bill Morgan
Mr. Kevin Harrison
Ms. April Guthrie
Mr. Russell J. Wimberly
Mr. Joe Ruffer
Mr. Bill Sisson
Mr. Bill Metzger
Ms. Betty Donald
Ms. Sandra Forbus
Mr. Larry Cook
Mr. John Murphy
Mr. Jackie Glasgow
Mr. Ron Tanner
Ms. Margie Wilcox
Ms. Joyce Robinson
Mr. Donald Watson
Mr. Joseph Threadcraft
Mr. Craig Thomas (Rep. Mr. Bob Jilla)
Mr. James Garland (Rep. Mr. Dave Harris)

Guests:

Sen. Gary Tanner, 911
Dr. Burt Eichold, Mobile County Health Dept.

MPO Members Absent

Councilman Reggie Copeland
Councilman Thomas Sullivan
Mayor William Bush
Mayor Stan Wright
Mayor Cleo Phillips

TCC Members Absent

Ms. Alfredo Acoff
Mr. John Bell
Dr. Emmanuel Oranika
Mr. Vic McSwain
Mr. Len Lacour
Mr. Cornell L. Tatum
Mr. Bay Haas
Mr. Bob Vogtner
Ms. Ginny Russell
Mr. J. B. Horst
Ms. Laura Clarke

Commissioner Sam Jones called the meeting to order at 10:00 a.m., September 1, 2004. Motion was made by Mr. Norman Walton to approve the minutes of the June 23, 2004 MPO/TCC meeting as mailed, second by Mr. Ron Poiroux. Motion was approved unanimously.

Comm. Jones called to order the third item on the agenda Consider Modifications to FY 2004 Transportation Improvement Program (Resolution).

Mr. Bill Morgan said that ALDOT has requested over the last couple of months the addition of several projects. In your folder you have a copy of the resolution listing the projects and attached to that resolution are the letters detailing the individual projects that ALDOT wants added. I can go over them real quickly and then if you have any detailed questions Ronnie or Jackie will be able to answer them for you. The first project is a local project. It is a county sponsored project to widen Airport Boulevard from the Airport out to Snow Road. In the TIP we did not put any funding for Right-of-way and the PE is getting started additional right-of-way is required. At this point, the state has estimated it at \$720,000 and asked us to put that amount in for FY2006. The second project is a Garvey Bond project, which is to widen and resurface Jeff Hamilton Road and do some culvert work also between Grand Bay-Wilmer Road and Dawes Road. That would be in this fiscal year for roughly \$1.9 million dollars. The next two projects are STP enhancement grants to the Mobile County Commission I believe for sidewalks on Three-Notch Road and Carol Plantation Road in the Tillman's Corner area and for sidewalks on Highway 98 and Snow Road in the Semmes area. The last three projects are FTA projects. One is a 5309 earmark project for the City of Bayou La Batre to buy a bus. I really do not know the details on this one at all and I was unable to get much information from ALDOT multimodal, but it is my general understanding that the city is going to get this vehicle for the use of a senior citizens agency or something to that affect. It not for public transportation even though it is a 5309 grant. The last two are 5310 which are transportation for the disabled. There is one grant to the independent living center for \$38,000, and one to the Mobile AIDS Support Service for about \$41,000. If you want any more information on any individual project, you might address those to Ronnie or Jackie.

There were no further discussions, motion to approve the modifications to FY 2004 Transportation Improvement Program (Resolution) was made by Mr. Jackie Glasgow, second by Mr. Ronnie Poiroux. Motion passed unanimously.

**MOBILE AREA TRANSPORTATION STUDY (MATS)
METROPOLITAN PLANNING ORGANIZATION (MPO)**

Modifying the FY 2004 Transportation Improvement Program

WHEREAS, certain provisions of Title 23 USC and provisions of the Transportation Equity Act for the 21st Century governing urban transportation planning under the Federal Highway Administration and the Federal Transit Administration require the preparation and adoption of a Transportation Improvement Program (TIP), which sets forth the types and amounts of funds to be used for transportation projects in the study area; and,

WHEREAS, consistent with the criteria enumerated therein, the MATS MPO did adopt on September 3, 2003, and did revise on January 28 and June 23, 2004, an FY 2004 - 2008 TIP which details funding for proposed transportation projects in the MATS area; and,

WHEREAS, since that time, the Alabama Department of Transportation has requested that the TIP be amended to include funding for additional projects as described below:

FHWA STP Allocated Funds-

Add lanes to Airport Boulevard from Flave Pierce Road to Snow Road	RW	FY '06	\$ 720,000
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STP 'Other Area' Funds (Garvey Bonds)-

Widen and resurface Jeff Hamilton Road from Grand Bay - Wilmer Road to Dawes Road	CN	FY '04	1,886,000
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STP Enhancement Funds-

Sidewalks along Three Notch Road and Carol Plantation Road	CN	FY '05	315,500
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Sidewalks along US 98 and Snow Road	CN	FY '05	236,250
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FTA Section 5309 Funds-

City of Bayou La Batre	Bus	FY '04	33,240
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Section 5310-

Independent Living Center	Buses	FY '04	38,075
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Mobile Aids Support Services	Buses	FY '04	41,090
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now,

THEREFORE, BE IT RESOLVED that after review and evaluation, the MATS Metropolitan Planning Organization in session this 1st day of September, 2004, does hereby modify the FY 2004 Transportation Improvement Program as summarized above.

Comm. Jones called to order the forth item on the agenda, Consider Revisions to the FY2004 Unified Planning Work Program as proposed by Metro Transit.

Mr. Morgan said this one is a rather large modification to the Unified Work Program. The background on it basically is that Metro submits a 5307, that's a formula grant application every year. In that application they specify what percentage of the funds or what portion of the funds are going to be used for planning, what are going to be used for administration and what will be used for maintenance or operating or whatever. The original UPWP that Metro submitted to the MPO and that we adopted last September was \$75,000 in planning activity. They had one task, that was task 1.5 called Metro Transit System Technical Support. That was a catch all for the other task. I think they also had funding in coordination of service and transportation related training activities, but the application that they submitted to FTA had earmarked \$277,000 instead \$75,000 for planning and so FTA kicked it back to us and said until the MPO has concurred in the designation of those funds for planning activities, they would hold up their grant application. So what Metro has done is in the resolution you have in your folder is to line item that \$277,000 by task in the current UPWP. Briefly, what they have asked us, as enumerated in the resolution, is to increase funding for training activities

from \$20,000 to \$50,000, increase funding for local assistance and coordination (things like going to meetings, going to this meeting, talking to citizens groups). I think it went from \$3,750 to \$95,000. Delete the funding for Metro Transit System Technical Support that was \$51,250. Add funding under task 2.2 Planning data in the amount of \$77,000; they had no funds budgeted for that. Add funding for D.B.E. participation at \$20,000; they had funding for that. Add funding for Title VI reporting Civil Rights of \$20,000; they had funding for that. And add funding for Environmental Justice \$15,000; they had no funding for that. If you have any questions further other than administrative questions on those task. Ron Tanner is here. He can address those questions.

Mr. Norman Walton asked what is Environmental Justice?

Mr. Morgan said Environmental Justice is a restatement of Title VI. I cannot speak to it on the Transit side totally, but on the highway side we have to prove or demonstrate it with numbers that any road that is built, or that any system plan that we adopt, is not discriminating against race or low-income or any other minority. That in fact we are giving just as many benefits to the target population, low-income or minority as we are the general population. For transit I imagine it is the same thing you have to demonstrate that your rates are fully serving the low income and minority areas.

Ms. Margie Wilcox said the biggest increase is local assistance and coordination, a \$90,000 increase, what is that?

Mr. Morgan said in our case it is 90% of what I do. It is interaction with your agency, this meeting, going to other public participation meeting. That kind of thing. I would imagine it is basically the same thing for Metro.

Ms. Wilcox said well do you have specifics?

Mr. Ron Tanner said all the public hearings that we carry on. Those would be a part of this thing. We have had a number of them.

Ms. Wilcox said well is it related to the past were you did the same task with \$3,750.

Mr. Tanner said right.

Ms. Wilcox said my God you guys must be on the street every night for \$95,000, or there is a meeting every night of the year.

Mr. Tanner said well what has happened also is that at year end, we do what is called a budget revision. We ended up transferring money from capital items down to planning items, and FTA says that is not a good thing. We need to plan at the very beginning for those items. You know you are going to do them by fall, so go ahead and put that in one of you line items, so that everyone knows about it.

Mr. Russ Wimberly said a question back to Title VI and environmental Justice, the addition

of the monies is the amassing of the data and reporting, right?

Mr. Tanner said yes, it is.

Comm. Jones said any other discussion on the revisions. If not we need a motion...

Ms. Wilcox said on your D.B.E. program. What is that \$20,000 for?

Mr. Tanner said that is for the cost of coordination and so forth and the Certification Program that we do. All the meetings that we participate in. We are in the process of doing state-wide unification of the Certification Process, so that there will be a one stop shop for all the D.B.E.s to get a certification at the state level. They can go to Federal Highway and FTA to get one certificate instead of several.

Ms. Wilcox said do you have any of the United We Ride Initiative at the Department of Transportation, and FTA and Department of Labor who just initiated a program we there is supposed to coordination of services and your supposed to use the private sector to the maximum extend feasible. I thought I read and I'm sorry I have been out of town, but on your ADA service you are taking that out of the private sector and putting it in the public sector.

Mr. Tanner said right.

Ms. Wilcox said that just seems to run counter with what the Feds are saying they want to spend there money on. They wanted to spend there money on planning and coordination, and I see were your getting \$95,000. If not under the United We Ride program, your not going by those guidelines I don't know how we can use that money for that, if that's the program that's been introduced.

Mr. Tanner said I am not aware of that, the decision we made was strictly economical to bring ADA back in-house and we got approval from FTA to as our legal counsel in this.

Ms. Wilcox said is there any public hearing that are supposed to take place when you have a major service changes like that and some of these that we are proposing.

Mr. Tanner said yes.

Ms. Wilcox said and your implementation time is October 1, and your going to have your public hearings when?

Mr. Tanner said we are going to have this month.

Ms. Wilcox said but if you have submitted your budget to the city and that has been approved how is that planning on the front end. Is the public hearing to tell people or to get input?

Mr. Tanner said well we sent out notices to our current clients so you can say that was a modified public hearing but we are going to have something a little more centralized. We also

sent out notices to all of our vendors that we were going to be doing this. So everyone is aware of it up front from the letter, but we will have a more central meeting down the road.

Ms. Wilcox asked if you involved the Envision? I know that you used to use that as your public input and regional planning counsel has used that. Did we use any of those resources in that quasi public hearing process.

Ron Tanner said I am not aware of it.

Ms. Wilcox said well thank you Mr. Chairman for entertaining my questions.

Mr. Morgan said one other question or statement I guess Ron is these funds, these \$277,000 covers several positions. Right. Not just your or your department's at Metro.

Mr. Tanner said that's correct. 100% for my side, but there are changes from marketing on down to finance that have planning functions, so far as the capital budget, so far as the bus stop guides, the new guides, and all of the marketing material goes behind it. All of that is now at front end being planned so that we don't get to the point of saying well here is the expense we need to do a budget revision.

Ms. Wilcox said well I understand the planning process.

Mr. Tanner said it is a little cleaner and more helpful.

There were no further discussions, motion to approve the Consider Revisions to the FY 2004 Unified Planning Work Program as proposed by Metro Transit.(Resolution) was made by Mayor Trout, second by Mr. Ronnie Poiroux. Motion approved with one non-voting opposition.

**MOBILE AREA TRANSPORTATION STUDY (MATS)
METROPOLITAN PLANNING ORGANIZATION (MPO)**

Modifying the Unified Planning Work Program, FY 2004

WHEREAS, the U. S. Department of Transportation requires all urbanized areas, as established by the U. S. Bureau of the Census, doing areawide urban transportation planning that involves more than one Department of Transportation operating administration to submit a Unified Planning Work Program as a condition for meeting the provisions of Title 23, U. S. Code, Section 134; and,

WHEREAS, consistent with the declaration of these provisions and pursuant to its duties, functions, and responsibilities, the Mobile Area Transportation Study Metropolitan Planning Organization adopted the FY2004 Unified Planning Work Program on June 25, 2003; and,

WHEREAS, since that time, Metro Transit System staff has determined that inadequate Federal Transit Administration Section 5307 funds were budgeted for several tasks; and

WHEREAS, the proposed budget revisions have been advertised for public comment for over thirty days and no adverse comments have been received; now

THEREFORE, BE IT RESOLVED by the MATS MPO in session this 1st day of September, 2004, that after review and evaluation, the same does hereby revise the adopted FY 2004 Unified Planning Work Program budget as follows:

- increase funding for Task 1.2 *Transportation-Related Training Activities* to \$50,000, an increase of \$30,000
- increase funding for Task 1.3 *Local Assistance and Coordination (Service)* to \$95,000, an increase of \$91,250
- delete funding for Task 1.5 *Metro Transit System Technical Support*, a decrease of \$51,250
- add funding for Task 2.2 *Planning Data* in the amount of \$77,000
- add funding for Task 9.1 *Disadvantaged Business Enterprise Participation* in the amount of \$20,000
- add funding for Task 9.2 *Civil Rights Program (Title VI Reporting)* in the amount of \$20,000
- add funding for Task 9.3 *Environmental Justice* in the amount of \$15,000.

Comm. Jones called to order the fifth item on the agenda, Consider Revisions to the Highway Element of the 2025 Long Range Plan.

Mr. Morgan said this one I am going to try my best to explain this the right way, John or Joe if don't do it right, jump in. The last resolution explains, or attempts to explain, a request by the Mobile County Commission to basically move the proposed Rangeline Road extension project as it goes between Highway 90 and Hillcrest Road from the current terminus of Rangeline Road to about a half a mile north. There is a map in your folder that schematically shows the proposed change. The problem with this, or the problem that I have with this, is that I didn't really consider that a change to the MATS Plan as much as an alternative. We're given some flexibility as far as when we propose a road improvement whether you widen existing road or buy a new alignment north or south or wherever, within certain restrictions; we don't want you to go three miles away. But as far as this road, for anything we could do as far as the system analysis, was almost no change than the original proposal of a half mile further south. The County's concern was that this proposed road project will be included in the current Pay-as-you go program and their pay-as-go road ballot has to include a specific description of the road. The County's been trying off and on for I guess 20 years to get right-of-way for the proposed alignment at the existing Rangeline Road but that would impact a part of or it would be adjacent to Mobile Memorial Gardens Cemetary and they had trouble getting the right-of-way. There have been tentative agreements over the years were they thought they got things worked out and then it fell through. And since there was this uncertainty about getting the right-of-way, they wanted to go ahead and firm up an alternative for the pay-as-go program, and therefore they asked us to pass this resolution. Whether it's required or not as far as FHWA or ALDOT goes I'm not sure. But to further confuse matters

the County has now decided the county attorney has decided that we are going to put both of the projects in the pay-as-you-go bond issue so that if they can work something out with Mobile Memorial Gardens for the proposed alignment they will do that, if they can't, they fall back on the northern alternative. So that's a long way of saying that I think today we probably should not do anything and not pass this resolution. If in fact the alternative or Alternate 2 or whatever it is they are calling it, is then one that the County goes with we can make the decision at a later date whether FHWA or ALDOT will require will require a plan amendment or whether they can just build it as an alternative to the proposed MATS plan. And it is my opinion you can, but I am not the ultimate authority in that so if it is okay with the rest of the membership and the chairman I would ask that we not do anything.

Comm. Jones jokingly said I just learned that the county attorney proposed road projects, I didn't know that. So we do not an action on that?

Mr. Morgan said no.

New business.

Mr. Morgan said I have one item of new business. In dealing with the pay-as-you-go program, there are several other projects that the County has or will be proposing that will affect the MATS plan. They are either projects that are in the MATS plan or in the federal program, and in looking at these projects over the next couple of years I don't know how well you looked at the TIP that I sent you out with the meeting information for this meeting today, but the deficit in the Mobile allocated funding is getting higher and higher with every project. We are getting deep enough into the engineering for some of the projects that some more realistic costs estimates for both right-of-way and construction are coming in and they are way, way over what we have got budgeted in the TIP. So we are going to have to, in the next month or two, we are going to have to get together. What I would I like to do is have the technical committee get together with the representatives of ALDOT the cities and the County and come up with a recommended schedule we going to have to draw some of these projects that we got in the five year out to seven maybe even eight years and come maybe even eight years and come up with a plan that we can recommend to the MPO at the earliest possible date. I don't think we can get done by the beginning of the fiscal but probably by the beginning of the calendar year. So what I am suggesting is that we go ahead later this month and have a technical committee meeting and pull in all the pay-as-you go projects the county is working on and try to rebalance the federal STP allocated funds into a realistic five year schedule cause right now out TIP has gotten out balance after next fiscal year. And I think as you know we are required by law to have a TIP balance for the first three years. That's all I have.

Ms. Wilcox said I would just like to know the status of the evacuation routes since we are in the middle of hurricane season. Is there any way to get an idea of where it stands right now or whether there might be potential problem areas with the evacuation.

Mr. Ronnie Poiroux said we got our reversing laning in place for I-65 if we have a major evacuation of Mobile and Baldwin County which will basically turn every lane on the interstate going north all the way to Montgomery.

Ms. Wilcox said what about the southern end of the county, Bayou La Batre.

Mr. Poiriox said they would have to use the existing routes, 193, Telegraph Road, Padgett Switch, 188, Irvington Road everything has got to move north to that system. Which I don't think that's going to be the problem it's once you get north is when we have the problem, but you have enough local streets that the local people know how to get but the problem is when they all come together everybody tries to go to I-65 which is a mistake. We need to utilize US43, US45 and US98 in Mobile County. If you go north on I-65 all you going to do is run into the Baldwin County traffic and the Florida traffic. Once we get our US98, that's going to be a major evacuation route for us because that is going to give us a really good high capacity route from Mobile to the northwest.

Ms. Wilcox said but with Bellingrath being shut down right now that would not make us particularly vulnerable in the southern half to get people out.

Ronnie Poiriox said I don't think so cause due to the population there. I don't think if they heed the evacuation warning, now if everybody waits to the last minute you going to have problems, but if they use common sense when they say evacuate, and they evacuate, I don't think you going to have any problems.

Mr. John Murphy said Bellingrath should be opened up probably Thursday or Friday. The railroads was doing repairs were doing repairs to there crossing is all that's being done.

Ms. Wilcox said and then just one final statement, we are in another hurricane season and we really don't have a special needs shelter for the elderly and disabled. I'd like to bring that to everyone's attention. If anyone has ideas that could change that for the next hurricane season.

Dr. Burt Eichold said we are actually working on that with Mobile County EMA and the state director of EMA has been down and all of that has been working on those issues for the Mobile County School system.

Ms. Wilcox said oh great. More so than when we talked in May.

We have had two meetings on that in the past two weeks. Baker High School seems to be evolving, where is some issues that needs to be overcome.

Comm. Jones asked Ronnie what do we see as the impact our projects as it relates to what was in the paper this morning about what's happening in the Congress with the Federal Highway Bill.

Mr. Poiroux said basically we have been operating on continuing resolutions when it basically gives us money month by month based on our previous transportation bill. Basically level of funding and with the inflation and the prices going up we are really doing less and less, so it is hard to get additional projects funded when we have a level of funding. We have enough projects in the five year plan already to take care of all that funds. To make a increase in our projects we need to get this transportation bill. I think most of our projects in the five year

plan will stay in tact some of them may have to be delayed because of increasing cost environmental, right-of-way and all the other aspects of it. To really get a boost in that construction we need to get this funding bill through Congress, which looks like it is going to increase our funding.

Comm. Jones asked if we don't get it through will that have an effect on matching Pay-As-You-Go money?

Mr. Poiroux said if they keep sending these continuous resolutions, which I think they will, I don't think they will shut us down completely.

Mr. Norman Walton said they are coming back into session on September 7th and they will have until the 24th to respond to the bill. There are two camps up there, one camp that says we will get it down in a quick amount of time, the other camp because of the politics involved says we might not get a bill this year. If we don't get it done this year, everything is off the table and we start again which is going to be devastating because next year we anticipate the budget deficit, reduction will be the key word. The President had an administration total of \$256 million when he started and a lot of people speculate it will be under that next year. I think it is very important that we get the word to all of our elected representatives that they get this thing done and get it done quickly.

Comm. Jones asked if there was any progress on stalemates with local projects?

Mr. Poiroux said the four laning of SR 158 from the interstate to US 45 is scheduled for taking bids the first of November. Right now everything is on schedule if we don't run into any major utility adjustments or ROW problems. Our Schillinger Road project from US 45 west, about 4 or 5 miles of where it turns into and ties into Newman Road is scheduled for November but we are going to have to push that back to December because we have some residential relocations that we are dealing with. We should be able to take bids on that in December, plus we have to go catch all the tortoises and we will start that next week.

Comm. Jones asked if that was supposed to be connected to our proposed US 98?

Mr. Poiroux said that is correct. It looks like it is going on schedule as far as the US98 route, we are in discussions with the Water and Sewer Board to resolve that issue. We have been talking to them to try work out something that everybody is going to be happy with.

Mr. Joe Ruffer asked what the cost was on 158 and Schillinger Road projects.

Mr. Poiroux said that 158 was about \$12 million and Schillinger Road is about \$18-\$20 million.

Mr. Ruffer asked if it was about \$30 million?

Mr. Poiroux said that is right, 158 will probably go higher because we have several bridges and an interchange at US 45. With the steel prices and everything going up, its going to be

in neighborhood of 14 to 15 million.

Comm. Jones asked if there will be a bridge over US45.

Mr. Poiroux said yes, we will take 158/Schillinger Road over US 45, it will have ramps and a diamond interchange with traffic signals on US 45. Basically what we are trying to do is get a high capacity route from interstate 65 to the Mississippi line to take the trucks off. Our truck traffic is tremendous, we are running about 25% trucks on that route. It is increasing, so we really need do something about the truck traffic.

Comm. Jones said okay.

Dr. Burt Eichold said on US 98, I have talked to the local legislative delegation about trying to have an overlay district to deal with the protections issues on US 98. I would like to sit down and talk to people who are interested in US 98 after this meeting about ways to get this project started and protect the watershed.

Comm. Jones said from the discussion I have heard, I do not see anyone that has a real problem with that other than the uncertainty of the legislative process. When you start trying to build roads based on legislative process, they usually do not match up. That is one of the problems. The regular sessions in February.

Dr. Eichold said I think this will be in the special session. I am optimistic that we will have something we can work with.

Comm. Jones said I have never been optimistic about the legislative process. I have never seen anything go to Montgomery and come back looking like anything you had sent.

Senator Tanner said you are right.

Comm. Jones said one of the things that we do lend a lot of attention to is that we would think that all of us at the table say let's go do that. You have other interests in Montgomery who do not think the same as us, such as Alfa. Believe me they do not think the same way we do about overlay districts or any kind of land use control. It is a real problem dealing with them. When the governor calls a special session, anything in the session that has opposition, it is go to the bottom. They are not going to deal with it. The process itself, not local people, is why I am not optimistic about it. Any other new business.

Dr. Eichold asked can we meet afterwards?

Comm. Jones said any other old business.

Dr. Eichold said I have a question. Is there any plan to connecting 165 on an elevated connector to the African Town bridge. When we had the truck turned over in the Wallace Tunnel, there was no way for people to get to the Eastern Shore without going down to ground level with three or four traffic lights and then hit the bridge.

Mr. Poiroux said there are no plans.

Comm. Jones said you would have to use Bay Bridge Road, if you did it.

Mr. Morgan said there are not any adopted plans, but the EIS is looking at that as an alternative.

Mr. Poiroux said on the I-10 bridge across Mobile River, we are in the process of doing and EIS. We identified 13 routes that we are going to look at in our tier one review. That is one of the routes.

Dr. Eichold said is there any opportunity to use lighting that would turn around. Like lane lighting in Atlanta, some lanes are three lanes and they will be Xed going this way so there would be corridors that actually the right lane which is continued to go straight through. There is only one street that comes in from the right. That road goes up to the little cemetery and US 43.

Mr. Poiroux said Cut-off Road.

Dr. Eichold said people could get from downtown Mobile, it would just be a green lane. It would be a constant stream, and the merging traffic would turn left except at Cutoff Road, which is really an important connector into this system with all the political history.

Mr. Poiroux said there is heavy traffic to the commercial, industrial area around Three Mile Creek into the State Docks. It is heavy truck traffic.

Comm. Jones said when you start talking about putting a raised highway out there, you are going to have at least as much discussion as you will on the bridge across the bay because of historical sites. You start putting a footprint to a bridge anywhere out there, you are going to have a lot of issues.

Dr. Eichold asked is there anyway using lighting that we could implement some traffic control that would be put in.

Mr. Poiroux said during an emergency, the best way to handle it is to have a policeman there to cut the signal off and flag the thru traffic thru. It is a very economical way during these emergencies.

Dr. Eichold said what can we do to deal with the problem of multiple jurisdictions as far as the local police.

Mr. Poiroux said that is all in Mobile.

Dr. Eichold said part of it is Prichard.

Comm. Jones said not Bay Bridge Road, all that is in Mobile.

Dr. Eichold said the Prichard Sewer Plant is on the corner where it leaves I-65.

Mr. Poiroux said some it may be in Prichard west of Telegraph.

Comm. Jones said just Grover Street. But I thought you were talking about the area around Cut off Road.

Mr. Poiroux said it needs to all the way from 65 to the African Town Bridge. Bill, that is something that needs to be worked out by your traffic people and Prichard. We have the route signed, and once they get off they know how to get back on the Interstate 10. There is just too much traffic. It is going to bog down. Because we cannot even handle traffic on I-10. When you put that much on Cochran Bridge plus all the local traffic, there is no way the traffic can be managed. It is going to become gridlocked. The best way is to have police out there. You have to serve the local people as well. You also have your emergency vehicles. If talk about bridge, it would probably be 100 million dollars worth of work.

Dr. Eichold said I am thinking more about when it blocks down. How can we effectively move people? When it stops and going with the lights. It was backed up all the way past the convention center. People were trying to use that route when the lights were cycling.

Mr. Poiroux said the best way to deal with that is to use policemen.

Comm. Jones said there are a lot of industrial sites out there to with truck traffic on all of Bay Bridge Road. If you try to eliminate that, it is going to cause problems because they do not have any other way in or out. Anything else on old business.

Mr. Wimberly said I would like to make an announcement. In all likelihood, the next MPO meeting will not be here, if we get in the GM&O. It is contingent on the parking lot being built, so I can secure the commission cars. In all likelihood, this is probably the last official meeting in this room in this building.

Mr. Don Watson said I would like to invite all attending here to attend our family/neighborhood pride day in Toulminville on September 25. The St. Stephen's Road Improvement Association in conjunction with the Mobile Police Department is putting that on. We already have RSVPs from one Congressman.

Comm. Jones asked is it on a Saturday? What time?

Mr. Watson said 11 a.m. to 2 p.m. The dignitaries will be introduced at 1 p.m.

There being no further business, the meeting adjourned at 10:48 AM.